

a horse through its engagements. In the result, Mr. Mitchell does not anticipate that even half the betting now handled by bookmakers will be diverted to legal channels. Nevertheless, he believes that a legal off-course system can be operated with success.

106. He postulates the formation of a company with its head office at Christchurch. He proposes that the operations of the company should depend upon the activities of agents. These latter he would station in all towns where there is a racing or trotting club and where banking facilities are available. These agents are to accept bets in cash to the latest hour possible and are then to telegraph the collated bets and remit the cash to head office. Following a final collation, head office is to transmit the bets by telegraph to the on-course totalizator through the agency of the secretary of the club responsible for the running of the totalizator. Unless the controllers of the totalizator are prepared to pay a commission upon business introduced, the suggestion is that bettors be charged 1s. for every one pound invested, supplemented, if necessary, by a commission of 5 per cent. on the amount of the dividend. The 1s. charge is to be divisible equally between the company and the agent.

107. It thus appears that in this scheme, too, the profit motive to which we are opposed emerges in a fundamental way. It emerges, too, as in Mr. Winter's scheme, in association with a monopoly enforced by the sanctions of the criminal law. For these reasons we cannot recommend the scheme. It, however, contains valuable comments and observations, and we are much indebted to Mr. Mitchell for the case he presented to us and for the thought and care and preparation which it exhibits.

MR. R. T. WATKINSON'S SCHEME

108. Mr. Watkinson has addressed himself primarily to the means by which off-course betting can be transmitted with accuracy and despatch to the on-course totalizator and there recorded. His scheme involves the use of the teleprinter or teletyper over land lines, in association with the use of miniature totalizators at receiving centres. Broadly, the scheme is that, initially, miniature totalizators should be established at each of the four main centres. There would need to be sufficient to provide one totalizator for each race meeting being held on any one day. It is suggested that these machines should consist of ticket-issuing machines and adding units only. Then it is proposed that each machine should have a manually-operated barometer indicator so situated that those interested could stand and see the face of the indicator without interfering with traffic. The dividends shown would